From: Benjamin Shorr

Eric Blischke/R10/USEPA/US@EPA To: Cc: Carrie Smith; Helen Hillman; Robert Neely

Subject: Re: fate and transport segments

Date: 02/16/2006 04:39 PM

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Hey Eric-
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I think using the nav. channel is a filine idea- or a combination of Nav. channel and bathymetry... it's really the east side of the river from the St. Johns bridge to Triangle Park that the nav channel is further offshore than the bathymetric contour. Otherwise, there isn't that significant a difference. Carrie or Rob- it would be useful to plot the sediment data on top of this layer and see how much of a difference it makes.

Also Carrie- the nav. channel layer is a polygon and could be used to do the same process that I described previously to create a modeling domain layer-

Blischke.Eric@epamail.epa.gov wrote:

>Ben, thanks for your efforts on this. One thing I am concerned about is >the lack of nearshore area in some reaches of the river. Do we need to >adjust the depth? What about using the designated navigation channel as >our nearshore boundary? Any thoughts?

>Eric

Benjamin Shorr <Benjamin.Shorr@

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02/16/2006 03:28 Robert Neely <Robert.Neely@noaa.gov>

Carrie Smith

<csmith@parametrix.com>, Helen
Hillman <Helen.Hillman@noaa.gov> fate and transport segments

Eric Blischke/R10/USEPA/US@EPA,

>Rob & Eric-

>Attached are figures showing revised 37 fate and transport segments >based on the -30' contour NAVD88. I used a shoreline from LWG that we >have previously used for analysis and sample design (Rds. 2 and 3) and >labeled these "sections" with a unique ID- which can easily be changed. would probably revise this to follow the most recent McCormick δ >Baxter cap extent...

>Carrie, I can provide you with the shapefiles if you'd like.

>Best, >Ben

>Benjamin Shorr

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